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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

2

INFORMATION REPORT

CD NO.

Germany (Russian Zone)

DATE DISTR. NO. OF PAGES 21 August 1950

25X1A

Locomotive Statistics

NO. OF ENCLS. (LISTED BELOW)

2 Annexes (3 pages)

PLACE ACQUIRED DATE OF INFO.

SUPPLEMENT TO 25X1X REPORT NO.



SOURCE

COUNTRY

SUBJECT

- 1. A list has been made of locomotives available in the Soviet Zone of Germany on 28 February 1950 and 31 March 1950. *
- The tabulation of locomotives available has been broken down according to types. **
- 3. More than 30 percent of all locomotives in the Soviet Zone of Germany are in need of repair. ***

25X1A

25X1X

See knnex 1 for list of locomotives. Comment. Comment. Jee innex 2 for break-down as to types. 25X1X

Comment.

The fact that more than 30 percent of all operational locomotives are in need of repair is characteristic of the poor over-all condition of the locomotives operating in the zone. The demaged locomotives consist mostly of those which are almost beyond repair and which will therefore usually be cannibalized. They may hardly be considered as a reserve. Column locomotives are the locomotives operating for the Soviets. They are organized into 13 locomotive columns and are considered by the Soviets to be their property as booty or reparations. Foreign locomotives are locomotives of foreign origin, most of which have been in the Soviet 4one of Germany since the end of the war. Most of them are unscrviceable because of heavy war damage. Of these locomotives 26 were returned to Hungary in February and 18 in March. Small standard-gauge locomotives are suitable only for swatching

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operations. Most of the narrow-gauge locomotives have gauges of 60 and 75 cm although some have a gauge of 100 cm.

2 Annexes: (1) stocks of Locomotives in the Soviet Lone of Germany

(2) Breakdown of the Park of Locomotives according to Type.

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